

From: b6, b7c , OIG DoD
To: b6, b7c , OIG DoD
Cc: b6, b7c , OIG DoD
Subject: HL 96676
Date: Wednesday, July 30, 2014 3:42:42 PM

b6, ,

This is the update on the Navy case regarding 135's you wanted a status check on...the short answer is AIO is waiting for concurrence to closure from NAVAIR. From the notes:

There appears to be no fraud here, but rather a "program issue" relating to the development phase of the JSF design, one that was rendered moot, after several years of attempts, by the DoD's termination of the GE engine F136 program, when in 2011 the GE engine was terminated, and the DoD decision to proceed with one engine manufacturer PW was affirmed by Congress when it removed further F136 development funding from the budget. The Deputy SECDEF (AC) advised GE that DoD would not support even a self-funded F136 effort.

If you have any questions, please contact me or the b6, b7c .

v/r

b6, ,

-----Original Message-----

From: b6, b7c , CIV NAVINSGEN, b6, [mailto:b6, b7c :@navy.mil]
Sent: Wednesday, July 30, 2014 2:29 PM
To: b6, b7c , OIG DoD
Subject: RE: Assistance locating DoD IG Original Case numbers

AIO STATUS: The AIO case number is 0805-6428 (Pratt & Whitney). The matter is pending closure at AIO, subject to concurrence by NAVAIR.

BACKGROUND AND JUSTIFICATION FOR PROPOSED CLOSURE: This matter relates to the ability for the design of one component of the JSF, engine nozzles, to be compatible and adaptable for use with either the installation of a Pratt & Whitney (PW), or General Electric (GE) engine. The complaint is a contract/program design issue, raised at a time when the two engine manufacturers were competing for primacy for the JSF engine manufacture, GE combined with Rolls Royce for (the F136 program), which would have produced an alternate engine for the JSF, and PW combined with Lockheed Martin for the F135).

The complaint is a contract/program design issue, raised at a time when the two engine manufacturers were competing for primacy for the JSF engine manufacture. GE combined with Rolls Royce for (the F136 program), which would have produced an alternate engine for the JSF, and PW combined with Lockheed Martin (for the F135). The complainant asserted that PW engineers were ignoring the fact that their (PW) designed nozzles did not meet GE specific F136 requirements. PW briefed the JSF program and other members of the senior DoD leadership team and a decision was made to press ahead.

There appears to be no fraud here, but rather a "program issue" relating to the development phase of the JSF design, one that was rendered moot, after

several years of attempts, by the DoD's termination of the GE engine F136 program, when in 2011 the GE engine was terminated, and the DoD decision to proceed with one engine manufacturer PW was affirmed by Congress when it removed further F136 development funding from the budget. The Deputy SECDEF (AC) advised GE that DoD would not support even a self-funded F136 effort.

AIO has asked NAVAIR to concur on the closure of this matter.

R/b6,

-----Original Message-----

From: b6, b7c, , OIG DoD [mailto:b6, b7c @DODIG.MIL]
Sent: Wednesday, July 30, 2014 2:20 PM
To: b6, b7c, CIV NAVINSGEN, b6,
Subject: RE: Assistance locating DoD IG Original Case numbers

Back at you---have you located that 9 year old case yet?

-----Original Message-----

From: b6, b7c, CIV NAVINSGEN, b6, [mailto:b6, b7c @navy.mil]
Sent: Wednesday, July 30, 2014 2:19 PM
To: b6, b7c, , OIG DoD
Subject: RE: Assistance locating DoD IG Original Case numbers

b6, ,

I am following up on the below request.

R/b6,

-----Original Message-----

From: b6, b7c, , OIG DoD [mailto:b6, b7c @DODIG.MIL]
Sent: Tuesday, July 29, 2014 7:45 AM
To: b6, b7c, CIV NAVINSGEN, b6,
Subject: RE: Assistance locating DoD IG Original Case numbers

b6, ,

We're working on it. Stand by.

b6,

-----Original Message-----

From: b6, b7c, CIV NAVINSGEN, N611 [mailto:b6, b7c @navy.mil]
Sent: Monday, July 28, 2014 3:22 PM
To: b6, b7c, , OIG DoD
Subject: RE: Assistance locating DoD IG Original Case numbers

b6, ,

She is out of the office until Wednesday. Anyone else in her shop I contact?

R/b6,

-----Original Message-----

From: b6, b7c, , OIG DoD [mailto:b6, b7c @DODIG.MIL]
Sent: Monday, July 28, 2014 3:10 PM
To: b6, b7c, CIV NAVINSGEN, b6,

Subject: RE: Assistance locating DoD IG Original Case numbers

Please contact the Navy POC, b6, b7c

-----Original Message-----

From: b6, b7c CIV NAVINSGEN, b6, [mailto:b6, b7c@navy.mil]
Sent: Monday, July 28, 2014 9:41 AM
To: Riley, b6, b7c, OIG DoD
Subject: FW: Assistance locating DoD IG Original Case numbers

b6, ,

I am requesting follow-up assistance to my request from 16July14. Out of the 20 cases were not able to locate 5. Below is the list of the 5 cases. Can send me the complaint documentation for these cases. I will need to search for specific names because I was not able to locate via the DoD #'s.

20121204-000019-CASE-01 (91568)
20121204-000053-CASE-01 (107982)
20121204-000513-CASE-01 (113820)
20121204-000242-CASE-01 (123206)
20121204-001301-CASE-01(120971)

R/b6, b7c
Office of the Naval Inspector General
Hotline and Investigations Division
1254 Ninth Street S.E.
Washington Navy Yard, DC 20374
Tel: COM b6, b7c /DSN b6, b7c
NIPR: b6, b7c@navy.mil
SIPR: b6, b7c@navy.smil.mil

-----Original Message-----

From: b6, b7c CIV NAVINSGEN, b6, ,
Sent: Wednesday, July 16, 2014 3:32 PM
To: b6, b7c M., OIG DoD
Cc: b6, b7c, OIG DoD
Subject: RE: Assistance locating DoD IG Original Case numbers

b6, ,

Thank you so much! I appreciate it!

R/b6, ,

-----Original Message-----

From: b6, b7c, OIG DoD [mailto:b6, b7c@DODIG.MIL]
Sent: Wednesday, July 16, 2014 3:29 PM
To: b6, b7c CIV NAVINSGEN, b6, ,
Cc: b6, b7c OIG DoD
Subject: RE: Assistance locating DoD IG Original Case numbers

b6, ,

I'll try to track these down.

b6, , give me a few hours.

b6, ,

-----Original Message-----

From: b6, b7c [redacted] CIV NAVINSGEN, b6, [redacted] [mailto:b6, b7c [redacted]@navy.mil]

Sent: Wednesday, July 16, 2014 3:22 PM

To: b6, b7c [redacted] OIG DoD

Cc: b6, b7c [redacted] NAVINSGEN, b6 [redacted]; b6, b7c [redacted] L CIV NAVINSGEN, b6 [redacted]

Subject: Assistance locating DoD IG Original Case numbers

b6, [redacted],

I was hoping you could point me in the right direction. Attached is a document listing 21 cases DoD IG tasked Navy IG that were subsequently referred to AIO. We have been unable to locate the cases in NIGHTS because they do not contain the original 6 digit DoD IG case numbers that were used in the past.

Can you assist or provide me with a point of contact that can assist in determining the original case numbers for the cases attached. A quick response/turnaround is greatly appreciated.

Note: I also sent an email to b6 b7c k2 [redacted] requesting assistance with this matter.

R/b6, b7c [redacted]

Office of the Naval Inspector General

Hotline and Investigations Division

1254 Ninth Street S.E.

Washington Navy Yard, DC 20374

Tel: COM b6, b7c [redacted];/DSN b6, b7c [redacted]

NIPR: b6, b7c [redacted]@navy.mil

SIPR: b6, b7c [redacted]@navy.smil.mil



DEPARTMENT OF THE NAVY
NAVAL INSPECTOR GENERAL
1254 9TH STREET SE
WASHINGTON NAVY YARD DC 20374-5006

IN REPLY REFER TO:

5041/200600090

Ser N611/0877

25 Aug 14

From: Naval Inspector General
To: Inspector General, Department of Defense, Assistant
Director, Defense Hotline

Subj: DOD HOTLINE COMPLAINT 96676 (200600090) HOTLINE
COMPLETION REPORT

Ref: (a) DoD Instruction 7050.01
(b) DoD Action Referral 96676

1. Per reference (a), the Office of the Naval Inspector General (NAVINSGEN) reviewed reference (b), which forwarded the subject Department of Defense Inspector General hotline complaint. The confidential complainant submitted allegations in reference to Pratt & Whitney (PW) and General Electric's (GE) involvement with the production of faulty engines for the Joint Strike Fighter (JSF) F-35 jet.


2. The Department of the Navy, Acquisition and Integrity Office (AIO) determined this matter relates to the ability for the design of one component of the JSF engine nozzles to be compatible and adaptable for use with either the installation of a PW or GE engine. The complaint is a contract/program design issue, raised at a time when the two engine manufacturers were developing their engines and posturing for future primacy for JSF engine manufacture. The complainant asserted that PW engineers were ignoring the fact that their PW designed nozzles did not meet GE specific F136 engine requirements. PW briefed the JSF program and other members of the senior DoD leadership team and a decision was made to press ahead. The government's position was based on their intent to provide an interchangeable exhaust system that would work with both companies' engines and limit both propulsion systems to similar performance as future competition was about who provided a more reliable and better value not who provided more thrust. AIO established no fraud existed, but that this was a "program issue" relating to the development phase of the JSF design, one that was rendered moot, after several years of attempts, by the DoD's termination of the GE engine F136 program. In 2011, the GE engine was terminated, and the DoD's decision to proceed with PW as the one engine manufacturer was affirmed by Congress when it removed further F136 development funding from the budget. AIO closed this

Subj: DOD HOTLINE COMPLAINT 96676 (200600090); COMPLETION
REPORT

matter with coordination from Naval Air Systems Command
personnel and no further action is pending.

3. The Office of the Naval Inspector General considers this
case closed.

b6, b7c



By direction